

- Add new Alternative 4G in Dare County as a detailed study alternative for the DEIS which provides an alternative north-side bridge landing and which also establishes a southern bypass corridor around East Lake.

At the October meeting, the Merger Team was unable to reach consensus on bridge lengths and alignments. Therefore, a second field meeting was scheduled for November 18, 2009. At this meeting, Merger Team members walked the potential bridge alignments and further evaluated wetland impacts. Based on discussions in the field and subsequent negotiations, the Merger Team reached concurrence on bridge lengths and alignments in December 2009.

#### ***7.3.3.1 New Construction for Bridge Extension over Wetlands***

As part of the agenda for the CP 2A meeting on October 15, 2009, the Merger Team presented recommended bridge lengths and alignments. Prior to the meeting, NCDOT developed unit cost tables that calculated the cost of bridge extensions and costs associated with preservation of wetland systems. The team then evaluated factors such as: impacts to coastal and non-coastal wetlands; cost of highway on fill material; cost of bridge extensions; cost of wetland mitigation; ARNWR impacts; access issues related to the Alligator River marina complex; and habitat fragmentation. Cost data for bridge extensions over wetlands is located in the project files for Concurrence Point 2A, Bridging Decisions. The bridge lengths are shown in [Table 7-11](#).

#### ***7.3.3.2 Bridge Corridors Selected for Detailed Study***

For purposes of the evaluation, Section 3 is the Alligator River crossing. Therefore, the bridge corridors are shown, from south to north, as Alternative 3A, Alternative 3B and Alternative 3C. Each bridge alternative is measured from its western end in Section 2 (the same location for all three bridges) to its eastern end in Subsection 4-1. Alternatives 3A, 3B and 3C each have different bridge lengths, as each ends at a different location in Subsection 4-1 in Dare County. [Figure 7-6](#) graphically depicts the bridge crossing locations and bridge lengths for the major stream crossing for the US 64 Improvements Project.

#### ***7.3.3.3 Elimination of New Location Bridge Corridor Alternatives 2B and 4B: Subsection 4-1***

During development of preliminary designs, it was determined that Alternative 2B (Tyrrell County) and the section of Alternative 4B (Dare County) on new location, as a highway on fill, would cause substantial impacts to coastal wetlands or, as a bridge, would be very long and costly. Additionally, both Alternatives 2B and 4B would cause substantial habitat fragmentation.

During earlier (CP 2) deliberations, the Merger Team had agreed to recommend Alternatives 2B and 4B for detailed study. However, these alternatives were reconsidered at the October 15, 2009, CP 2A meeting. The Merger Team concurred with eliminating Alternative 2B (with both the 23-foot and 46-foot median) in Tyrrell County and its connecting new location counterpart, Alternative 4B (only in subsection 4-1) in Dare County.